

LINCOLN TOWING 12301 STONE AVE N.



EARLY DESIGN GUIDANCE | SDCI PROJECT #3029876



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12301 STONE AVE. NORTH- TOWNHOMES
SEATTLE, WA # 170683

EARLY DESIGN GUIDANCE
MARCH 19, 2018

COVER SHEET



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DEVELOPMENT OBJECTIVES

PROJECT TEAM:

Applicant: Quadrant Homes
15900 SE Eastgate Way, Suite 300
Bellevue, WA 98008
Contact: Barbara Yarrington

Architect: KTGy Group, Inc.
12555 W. Jefferson Blvd., Suite 100
Los Angeles, CA 90066
Contact: Keith McCloskey

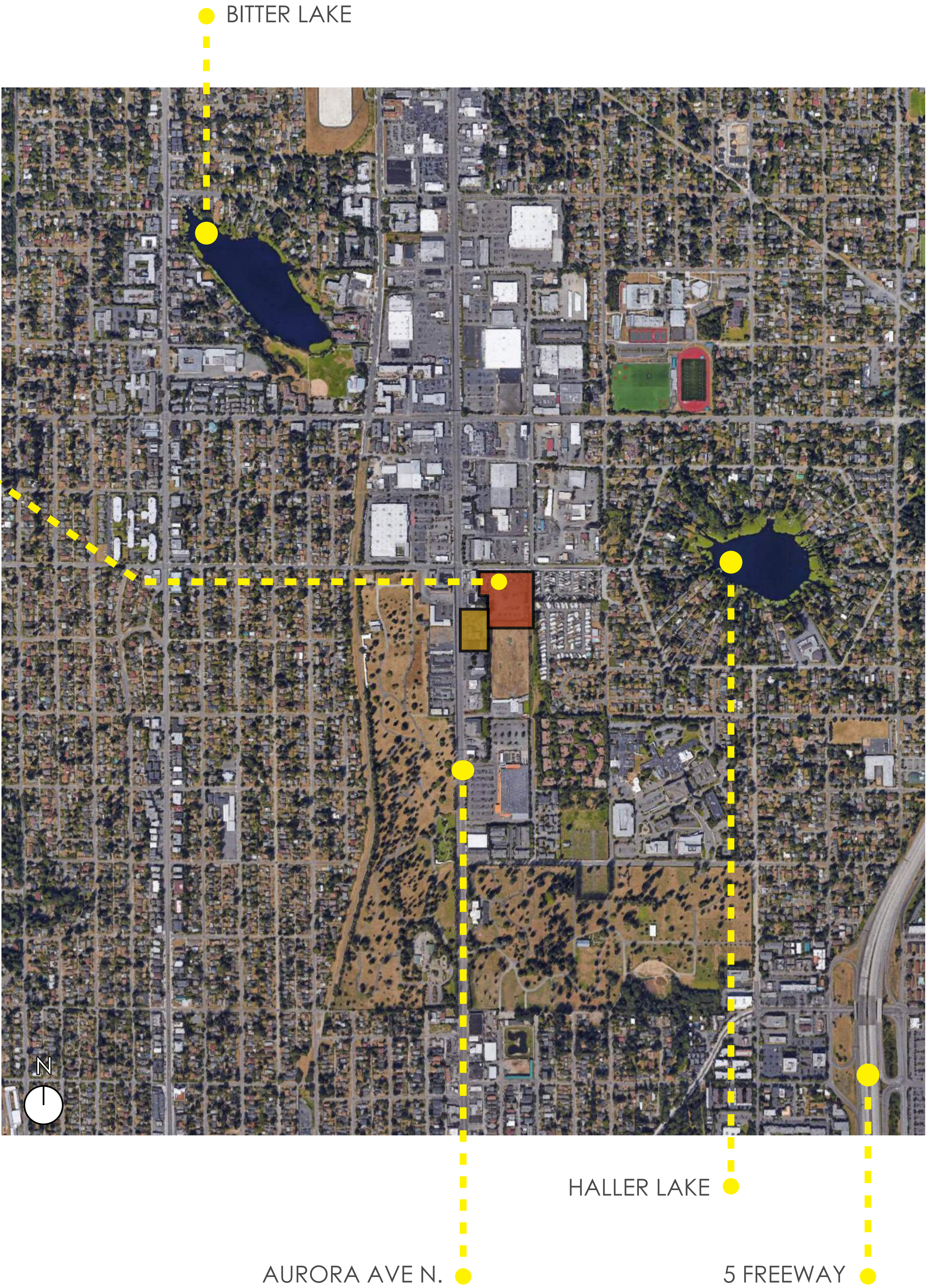
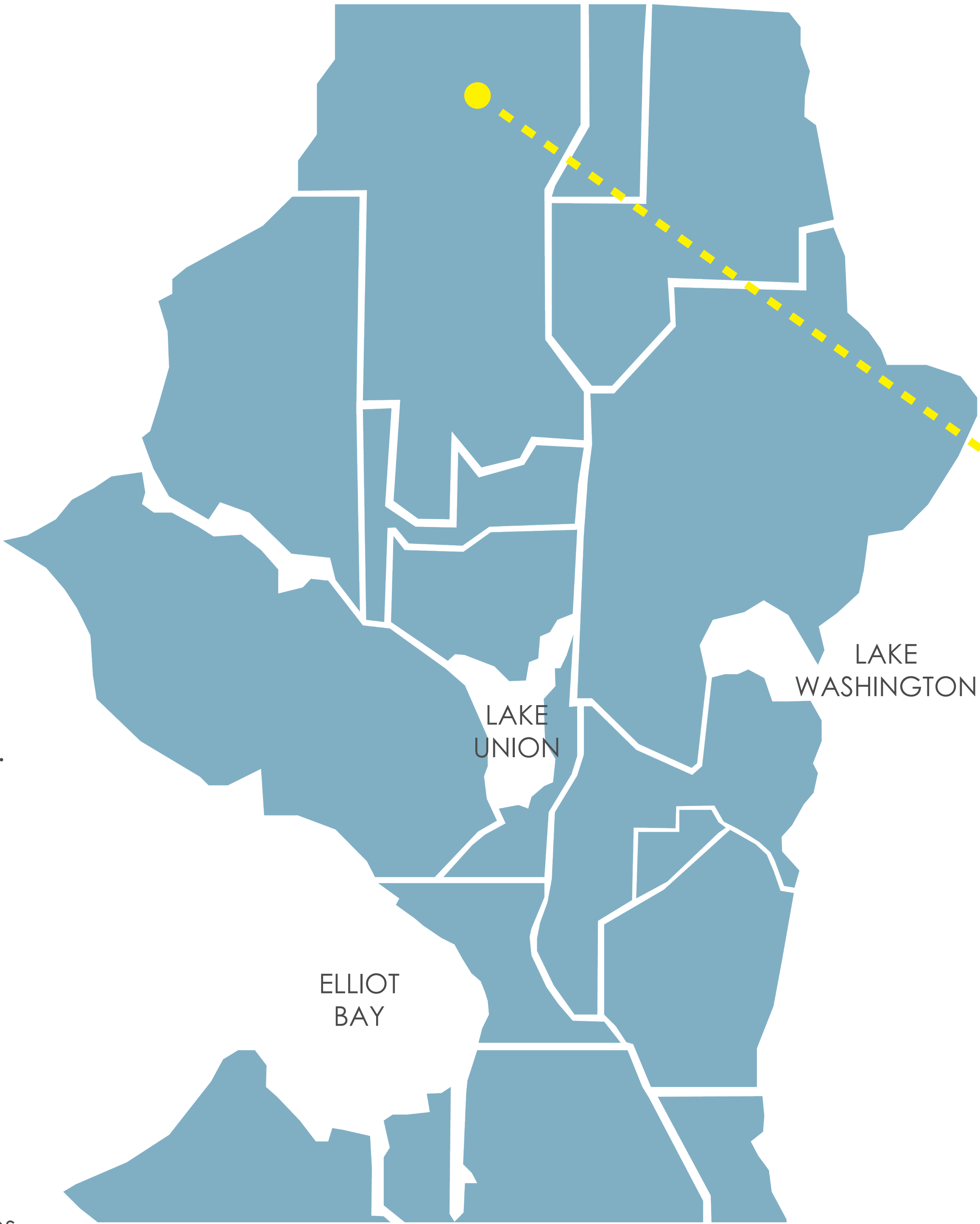
Landscape Architect: Weisman Design Group Inc.
2329 E. Madison St.
Seattle, WA 98112
Contact: Nick Hagan

SDCI Project #3029876
Contact: Brandon Cummings

Existing Site:
Address: 12301 Stone Ave N.
Location: East of Aurora Ave N. | South of 125th St.
Site Area: 4.12 acres
Existing Development: Lincoln Towing

Project Program:
Number of Residential Units: 125
Number of Parking Stalls: 165 resident + 5 guest
Area of Residential Use: 169,300 sq ft
Area of Garage use: 26,500 sq ft
Total Area: Approximately 195,800 sq ft

Developmental Objective:
To transform an underutilized tow yard parcel by replacing it with high-quality, for-sale townhomes that will create more engaging, urban streetscapes within the neighborhood while providing residents with well-appointed open spaces and quick access to public transit, nearby trails, and neighborhood-serving commercial on Aurora and Linden.



PROJECT DESCRIPTION/ VISION

The subject site, known as “Lincoln Towing”, is located near the intersection of Aurora Ave and North 125th street. The project abuts the Puetz golf driving range and pro shop (to the South) and falls within the Broadview - Bitter Lake - Haller Lake neighborhood plan.

In an effort to address the rapidly growing housing demand in the neighborhood, the 4.12 Acre site is to be developed into a modern town home development with frontage on N. 125th street, and Stone Ave N.

Site Information

City: City of Seattle
Existing Zoning: Commercial 1-65
Site Area: 4.12 Acre (179,287 SF)
APN NUMBERS: 3026049107

Comprehensive Plan Land Use: Hub Urban Village
Neighborhood Planning Area: Broadview - Bitter Lake - Haller Lake
Urban Village: Bitter Lake Urban Village



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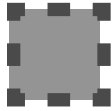













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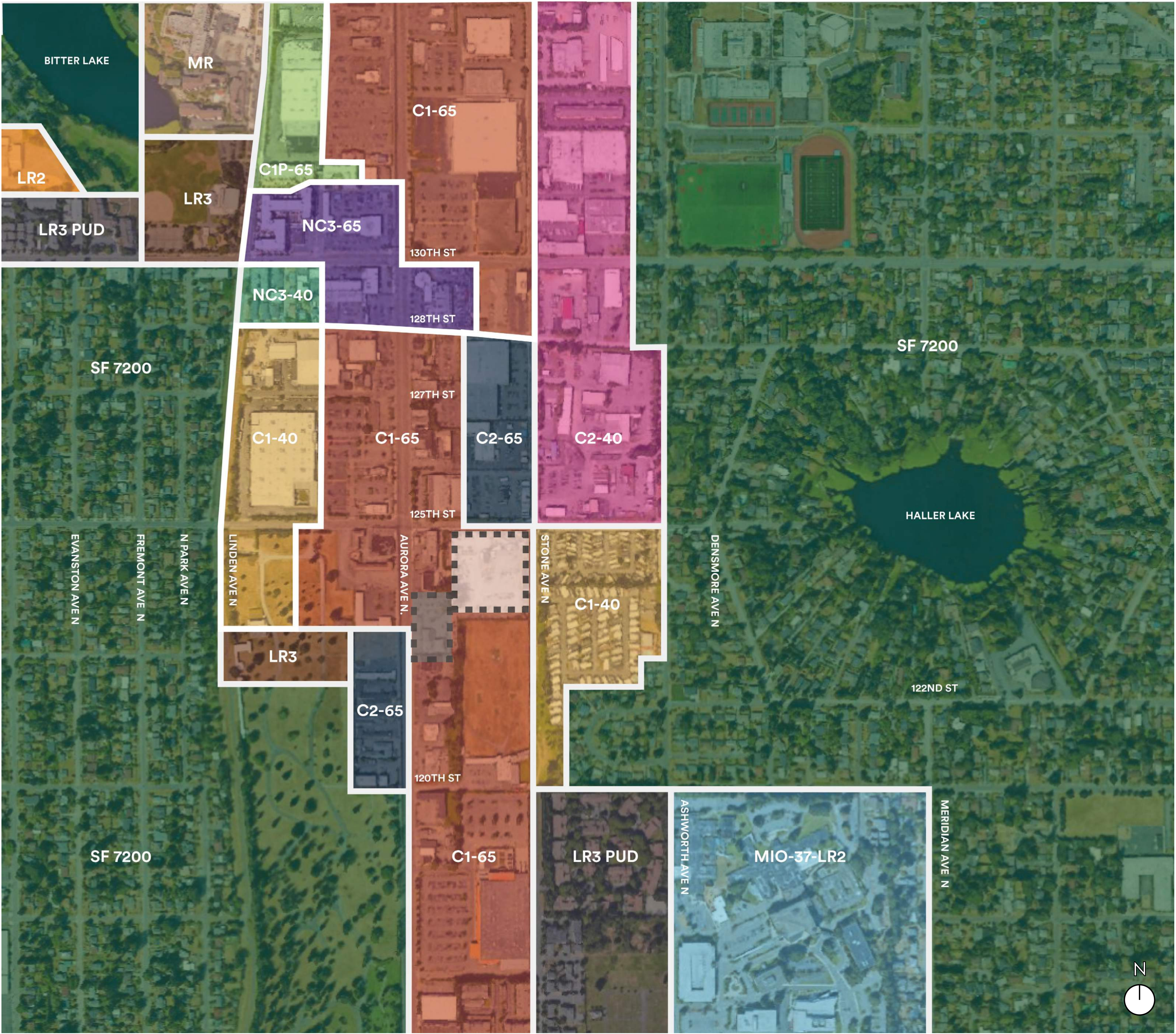
PROJECT DESCRIPTION/ VISION

ZONING MAP

The areas along Aurora Ave N. are prominently commercial driven, with residential areas surrounding further East and West of the site. Though with the future of the Bitter Lake Urban Village Neighborhood plan, this area will eventually be infused with both commercial and residential spaces, mixed use buildings, and areas for play. The result will be focal points where residents can shop, gather, work, and live.

LEGEND: CURRENT ZONING

	SITE
	FUTURE MIXED USE DEVELOPMENT BY SAME APPLICANT
	C1-65 COMMERCIAL 1-65
	C1P-65 COMMERCIAL PEDESTRIAN 1-65
	C1-40 COMMERCIAL 1-40
	C2-40 COMMERCIAL 2-40
	C2-65 COMMERCIAL 2-65
	LR2 LOWRISE 2
	LR3 LOWRISE 3
	LR3 PUD LOWRISE 3 PLANNED UNIT DEVELOPMENT
	MR MIDRISE
	MIO-37-LR2 MAJOR INSTITUTION OVERLAY 37- LOWRISE 2
	NC3-40 NEIGHBORHOOD COMMERCIAL 3-40
	NC3-65 NEIGHBORHOOD COMMERCIAL 3-65
	SF 7200 SINGLE FAMILY 7200





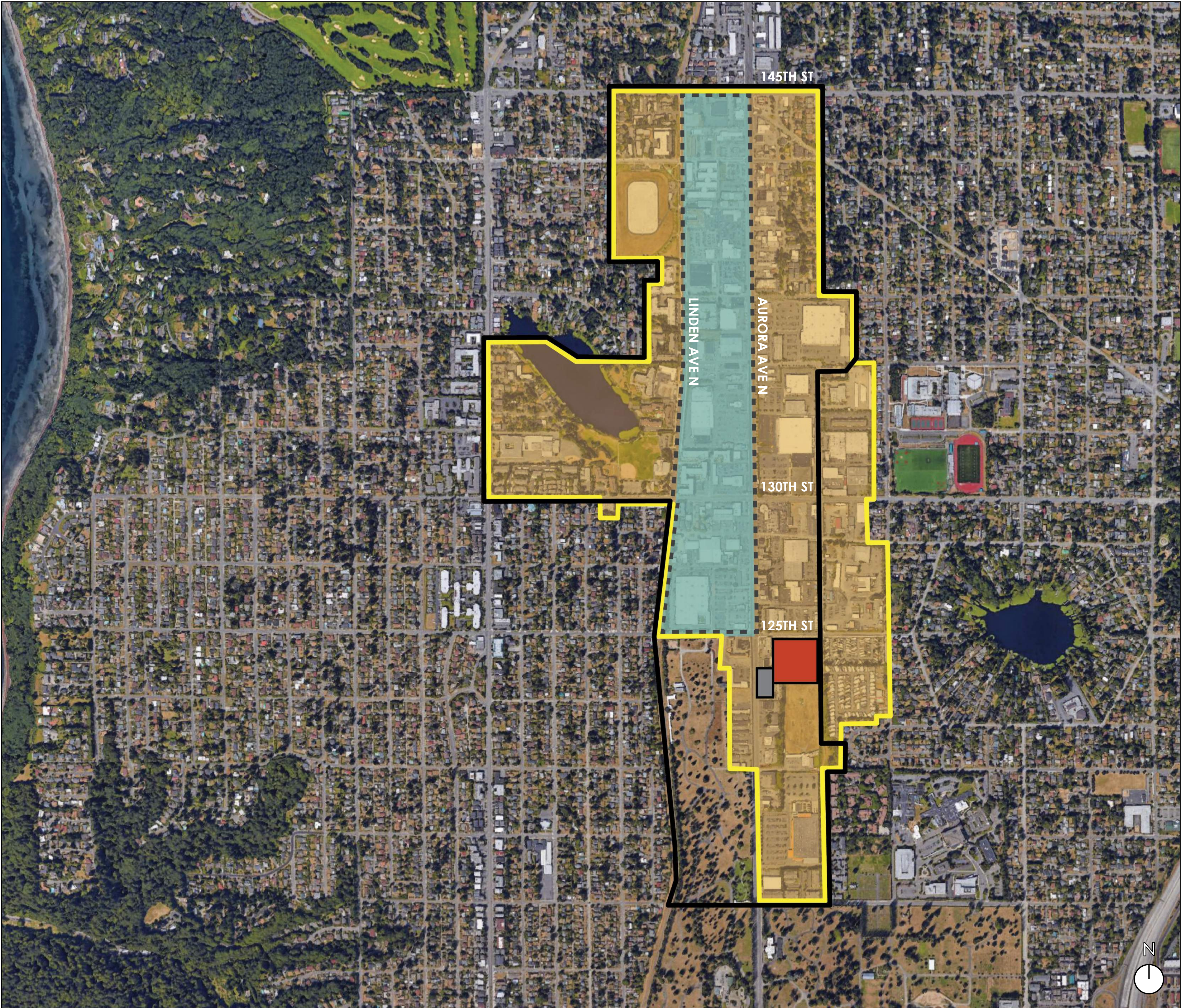
NEIGHBORHOOD

BITTER LAKE URBAN VILLAGE

The Bitter Lake Urban Village is composed of the Bitter Lake Neighborhood (West of the Aurora) and Haller Lake Neighborhood (East of Aurora). Running down the middle of the village is Aurora Ave N., where numerous businesses both large and small currently reside. In the Broadview, Bitter Lake, Haller Lake Neighborhood Plan, most recently updated in March 2012, the community has created a vision for the Bitter Lake Urban Village to be filled with flourishing businesses, housing, open space, and areas for connectivity (socially and through transportation). Together these elements will help to create a healthy and vibrant neighborhood. The City's two-year plan shares this vision and aims to create more funding toward new developments and infrastructure to meet the Urban Village's needs.

LEGEND:

-  SITE
-  FUTURE MIXED USE DEVELOPMENT BY SAME APPLICANT
-  BITTER LAKE VILLAGE HUB URBAN VILLAGE
-  AREAS SUBJECT TO THE SPECIAL DEVELOPMENT STANDARDS

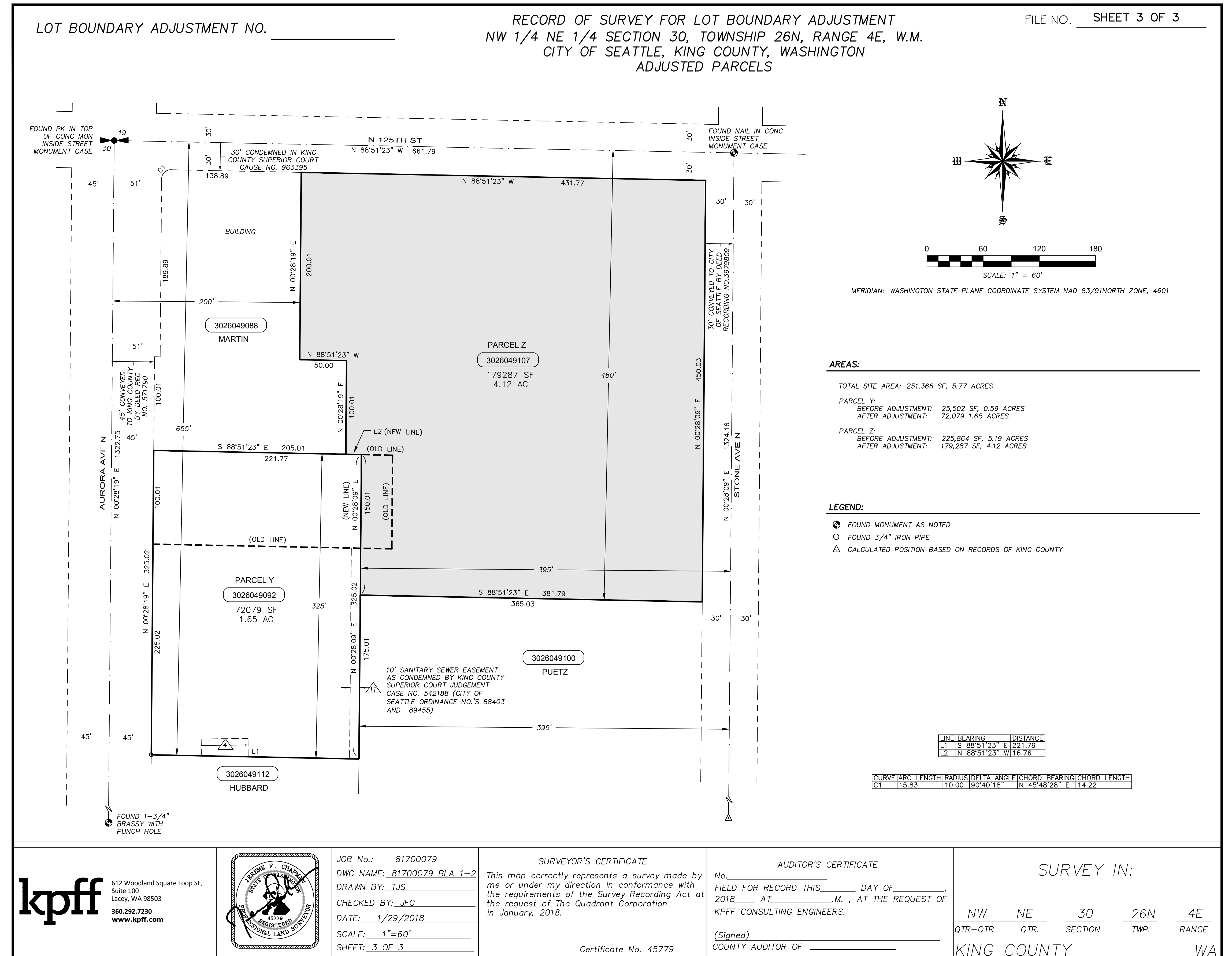


SITE SURVEY

The subject site consists of a somewhat irregularly shaped parcel that jogs behind the commercial corner parcel on Aurora and joins with additional land South of the corner fueling station and Subway where Lincoln Towing fronts Aurora. While the parcel on N. 125th St. and Stone Ave N. and the parcel fronting Aurora are under the same ownership, the mixed-use site along Aurora will be the subject of a future, separate EDG application.

Notable site features on the existing property consist of the following:

- Steep man made slope at the SW corner
- Existing structure for the towing company exists along the Aurora frontage.
- Perimeter fence constructed of welded steel rims
- Gradual slope from West to East along 125th allowing for stepped townhomes that will follow the terrain.
- Recent R.O.W. improvements including new sidewalks have been completed along 125th.
- Two curb cuts along 125th currently allow vehicular access from the North.



VICINITY MAP

TRANSIT

The RapidRide E line stops at the intersection of Aurora Ave N. and N 125th Street just a few steps away from the site's direct Northwest corner. This line of transit travels between Downtown Seattle and Aurora Village. The King County Metro routes 345 and 346 along 130th Street are also in close proximity.


CYCLING

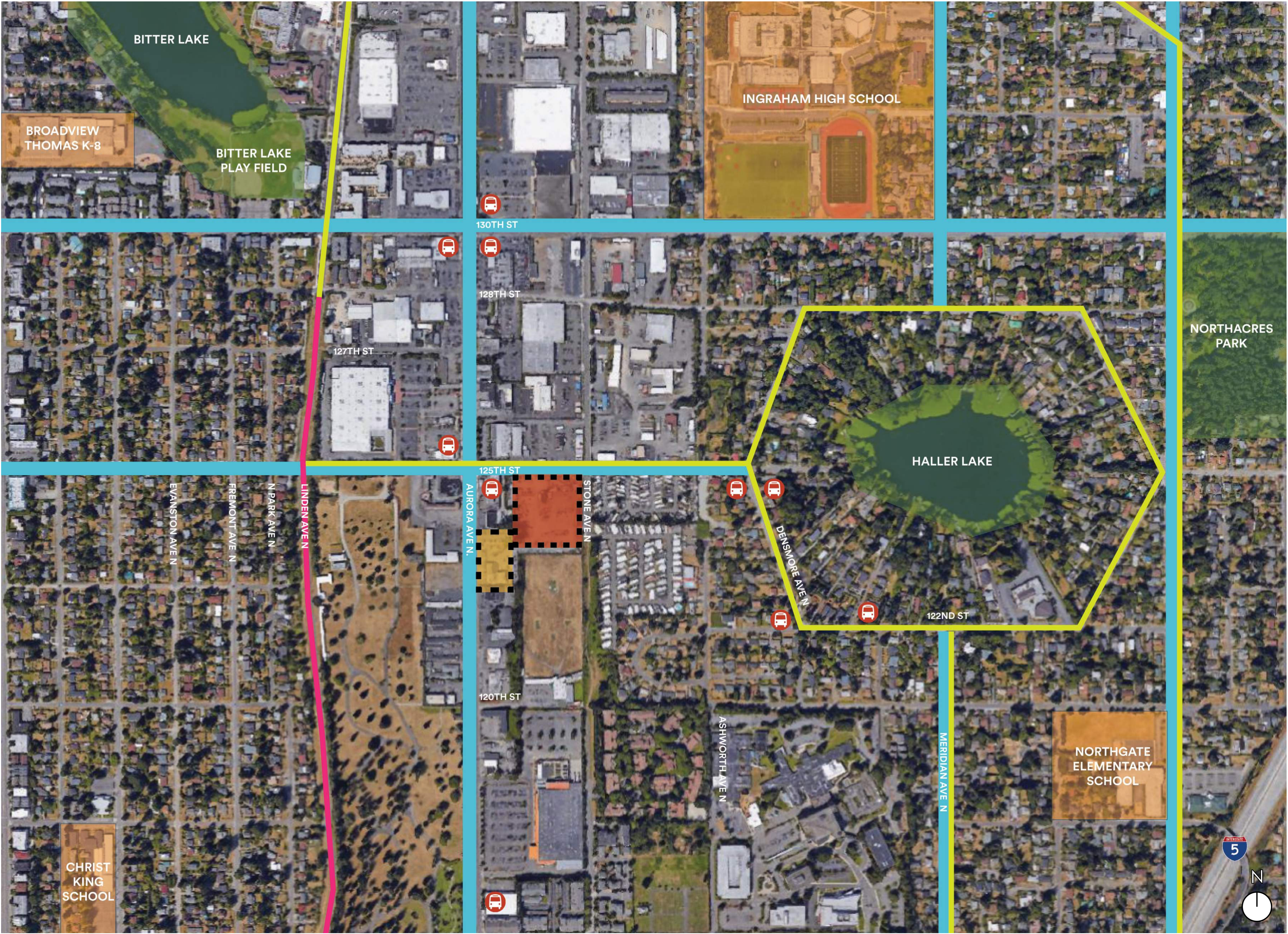
There are currently no bike lanes along Aurora Ave N., however, on N. 125th Street there are dedicated bike lanes that can lead to either Bitter Lake, Haller Lake, or to the Multi-use Trail along Linden Ave. Bike lanes along Aurora Ave N. have been proposed in the framework and may be added in the future.

RECREATION

The site is walking distance to two small lakes in north Seattle, Bitter Lake and Haller Lake. At the edge of Bitter Lake sits a community center as well as a play field where families can participate in a variety of sports and programs.

LEGEND:

-  SITE
-  FUTURE MIXED USE DEVELOPMENT BY SAME APPLICANT
-  TRANSIT STOPS
-  TRANSIT ROUTES
-  BIKE LANES
-  MULTI-USE TRAIL
-  RECREATION
-  SCHOOLS



EXISTING BUILDINGS IN IMMEDIATE CONTEXT



1. COMMERCIAL / BIG BOX

The majority of the immediate surroundings both North and South of 125th along Aurora are C1 (Vehicle-served) commercial. This creates a pattern of large scale buildings and parking lots along the lots fronting Aurora Ave N.

2. LIGHT INDUSTRIAL

Although the neighborhood is in transition, examples of a few light industrial land uses still remain in the vicinity of the site.

3. RESIDENTIAL

A variety of existing residential land uses exist within close proximity to the site. Most notably the mobile home park to the East on Stone Ave N., and the new developments near 130th and Linden. The majority of the balance of housing within the neighborhood is single family dwellings as well as smaller older multi-dwellings.

PROJECT BUILDING VICINITY USE- PHOTOS OF SURROUNDING SITES



(A) 76 Gas Station, Subway, and Original Autobody



(B) Mary's Dispensary



(C) Lincoln Towing



(D) Rick's Tire and Service Center



(E) 12th Street Grill, Motor Inn



(F) Les Schwab Tires



(G) Seattle Tonics Glass Shop



(H) Cochran, Inc.



(I) Krispy Kreme



(J) Lowe's



(K) Halcyon Mobile Home Park



(L) King County Household Waste

SITE ANALYSIS

The proposed project will be developed on the Lincoln Towing site, specifically the portion along N. 125th St. and Stone Ave N.. (The applicant is evaluating a future EDG submittal for the development of a mixed-use project along the Aurora frontage. See yellow highlighted area on site aerial to right). Directly to the East of the project site is the Halycon Manufactured Home Community, and directly South is the Puetz Driving Range and Pro Shop. The immediate surrounding buildings consist of a mix of brake and transmission shops, the Home Depot, motels, large commercial buildings, and residential buildings. Further west of Aurora and South of the Home Depot site is the extensive Evergreen Washelli cemetery.

Notable site features include a steep man made slope at the southwestern edge of the development site, extensive sloped frontage along new right-of-way improvements on N. 125th Street, and Stone right-of-way frontage that faces the mobile home park immediately adjacent to the East. The surrounding topography of the area allows for some slight terracing from North to South to allow for potential vistas toward the Puetz driving range site below. Also of note is the existence of a trailhead at the termination of the Stone Ave N. R.O.W. used by the community as a North-South connector for pedestrians and bicyclists.

The site sits just East of Aurora Ave N., a major state highway that connects downtown Seattle to all areas North. It runs through the heart of the Bitter Lake Urban Village, with an estimate of over 37,000 daily car trips. The city's vision for Aurora Ave N. is for it to continue to serve as a regional transit and auto route, as well as a corridor with an array of neighborhood-oriented goods and services. It's intersecting street, North 125th, provides direct access to Haller Lake to the east, and a neighborhood of single family homes to the west.



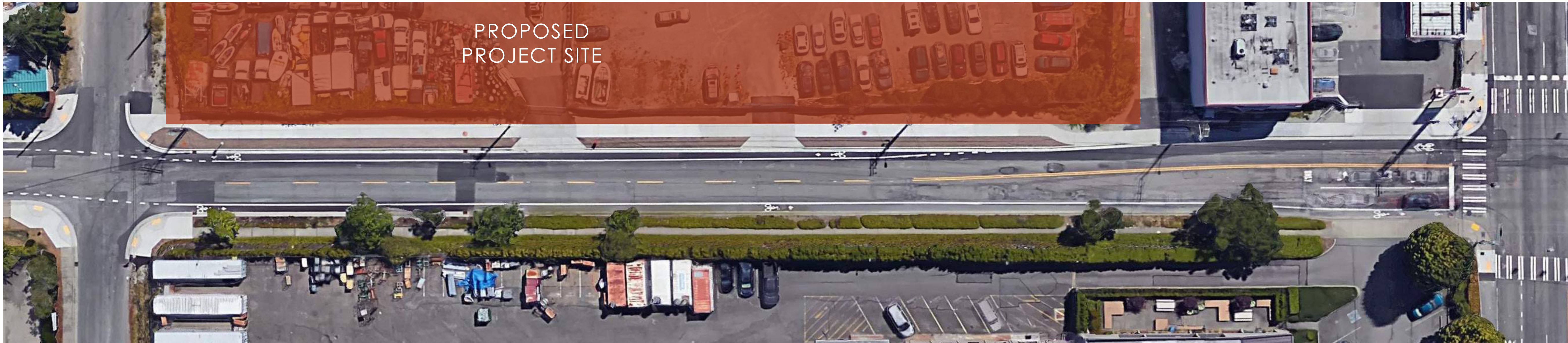
N. 125TH ST ELEVATIONS

NORTH ELEVATION

Proposed Project Site



Project Site (Looking South)

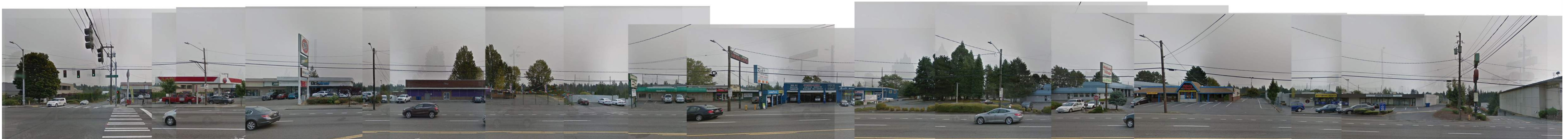


AURORA AVE N. ELEVATIONS

WEST ELEVATION

Proposed Project Site

Future Project Site



Project Site (Looking East)



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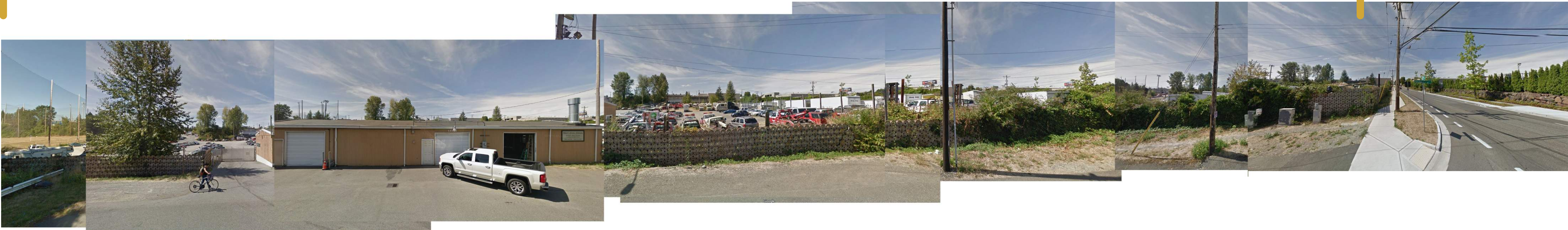
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AURORA AVE N. ELEVATIONS

STONE AVE N. ELEVATIONS

EAST ELEVATION

Proposed Project Site



Project Site (Looking West)



ZONING SYNOPSIS

SITE OVERVIEW	
Zoning	C1-65 (Commercial 1): An auto-oriented, primarily retail/service commercial area. Building types are a variety of commercial structures with extensive surface parking and multi-story office or residential buildings.
Overlay	Bitter Lake Village (Hub Urban Village)
Lot Area	4.12 acres
COMPLIANCE SUMMARY	
Requirement	Permitted Uses/ SMC 23.47A.004 Uses permitted include drinking establishments, restaurants, office space, retail sales and services, live/work units and residential uses.
Provided	Residential and potentially live/work uses are proposed. The applicant is evaluating a separate project on an adjacent site fronting Aurora Ave N that would be used for high-density mixed-use buildings with residential, ground floor commercial, and structured parking.
Requirement	Street-Level Uses / SMC 23.47A.005 On street level, residential uses are limited to 20% of the street-facing façade. Mini warehouses, warehouses, or utility uses may not abut a street-facing facade in a structure that contains more than one residential dwelling unit.
Provided	The project is seeking a departure from this requirement with respect to maximum street facing residential.
Requirement	Street-Level Development Standards / SMC 23.47A.008 Street-level development standards limit blank segments of the street-facing façade to 20 feet in width, and totaling less than 40% of the structure along the street. Street-level street-facing façades must be located within 10 feet of the lot line, and 60% of the street-facing façade between 2 to 8 feet above the sidewalk shall be transparent. Non-residential uses, residential uses and live/work units have specific bulk and dimensional requirements.
Provided	All street-facing facades will keep blank wall segments under 20ft with the required transparency, and residential unit entries will all include a prominent pedestrian access.
Requirement	Structure Height / SMC 23.47A.012 Structure height is limited to 65 feet.
Provided	Proposed building heights for preferred Option 3 range from 33 to 42 feet.

COMPLIANCE SUMMARY	
Requirement	Floor Area Ratio / SMC 23.47A.013 The total floor area ratio (FAR) for a mix of uses is 4.75, with no one use exceeding an FAR of 4.25.
Provided	The proposed FAR in the preferred scheme is 0.92.
Requirement	Setback Requirements / SMC 23.47A.014 Setbacks are required for lots abutting single-family zones.
Provided	The project does not abut a single family zone and meets required setbacks
Requirement	Landscaping and Screening Standards / SMC 23.47A.016 Landscaping is required to achieve a Green Factor score of 0.3 or greater. Screening is required for dumpsters and outdoor storage.
Provided	Landscaping area achieves a Green Factor of 0.3 and all refuse and storage will be interior to the units.
Requirement	Amenity Area / SMC 23.47A.024 Amenity areas are required in an amount equal to 5% of the total gross floor area in residential use.
Provided	Amenity areas are being provided at 5% of total gross floor area.
Requirement	Required Parking and Loading / SMC 23.47A.030 & SMC 23.54.015 There is no minimum parking requirement for non-residential and residential uses in urban villages located within 1,320 feet of a street with frequent transit service. There are minimum bicycle parking requirements.
Provided	Parking will be provided at a ratio of 1.32 per dwelling unit, with 5 additional off-street guest spaces, and 7 new on-street spaces on Stone.
Requirement	Parking Location and Access / SMC 23.47A.03223.54.015 Required parking shall be located within 800 feet from the lot using it. Parking to the side of a structure shall not exceed 60 feet of street frontage.
Provided	Proposed parking is located within attached garages or within 100 ft from the Unit Entry if uncovered parking. All parking is located within or behind street-facing units, and is screened from public street frontages.



DESIGN GUIDELINES (Seattle City-Wide Design Guidelines)

The team has evaluated the applicable Design Guidelines and identified the following guidelines as priorities for this site:

<div>CS2 Urban Pattern and Form</div> <div>Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</div>	<div>Response:</div> <div>Because of the infill nature of the development, the project will establish a positive new pattern and building form along both of its street-facing facades, creating a new architectural presence on the public streets that will replace what was previously a wall of welded rims with stored automobiles behind.</div>	<div>PL2 Walkability</div> <div>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.</div>	<div>Response:</div> <div>The proposed streetscape includes sidewalks, street trees and lighting that encourage pedestrian activity. The street-level residential units provide “eyes on the street” and activate the sidewalks that encourage safe pedestrian activity. Street-facing units will provide exterior lighting and porches on the public streets which will help create a safer, more residential character than the existing fence along N. 125th Street.</div>
<div>CS3 Architectural Context and Character</div> <div>Contribute to the architectural character of the neighborhood.</div>	<div>Response:</div> <div>The Bitter Lake Urban Village neighborhood is evolving primarily to the North and West between 130th and 145th and between Aurora and Linden. The proposed project will begin to establish a new character for a block currently existing as a more industrial, unwalkable stretch along 125th. As such, this development will enhance the visual qualities of the existing lot and set a new character for future development in the neighborhood.</div>	<div>PL4 Active Transportation</div> <div>Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.</div>	<div>Response:</div> <div>The sidewalks and streetscapes connect to existing sidewalks allowing for seamless connections for pedestrians to access services and transit. Bike paths and storage will also be provided to encourage bicycling.</div>
<div>PL1 Connectivity</div> <div>Complement and contribute to the network of open spaces around the site and the connections among them.</div>	<div>Response:</div> <div>One key focus of this development is to connect sidewalks and greenspace within the development to the existing sidewalks and pathways that exist in the neighborhood. For example, the project includes connections to the informal pathway within the unimproved Stone Avenue right-of-way that is frequented by surrounding neighbors.</div>	<div>DC4 Exterior</div> <div>Elements and Finishes Use appropriate and high quality elements and finishes for the building and its open spaces.</div>	<div>Response:</div> <div>We envision the design character of the project to be Northwest Transitional, offering varied design elements and high quality materials that will begin to establish a new cleaner and ordered building vocabulary. The proposed material palette would consist of durable claddings that would be both sustainable and low-maintenance, while adding visual contrast through color variation.</div>



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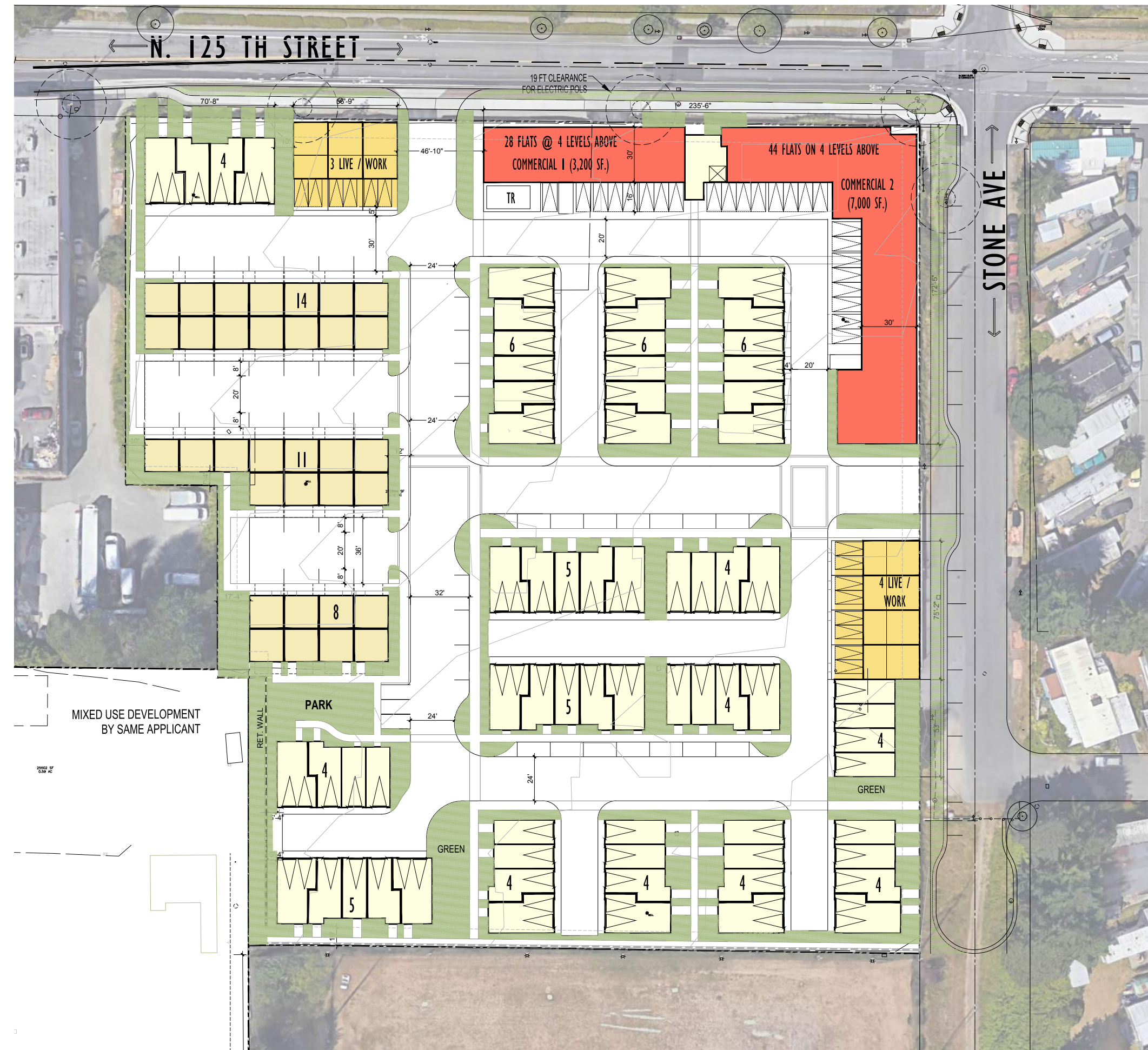
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DESIGN GUIDELINES

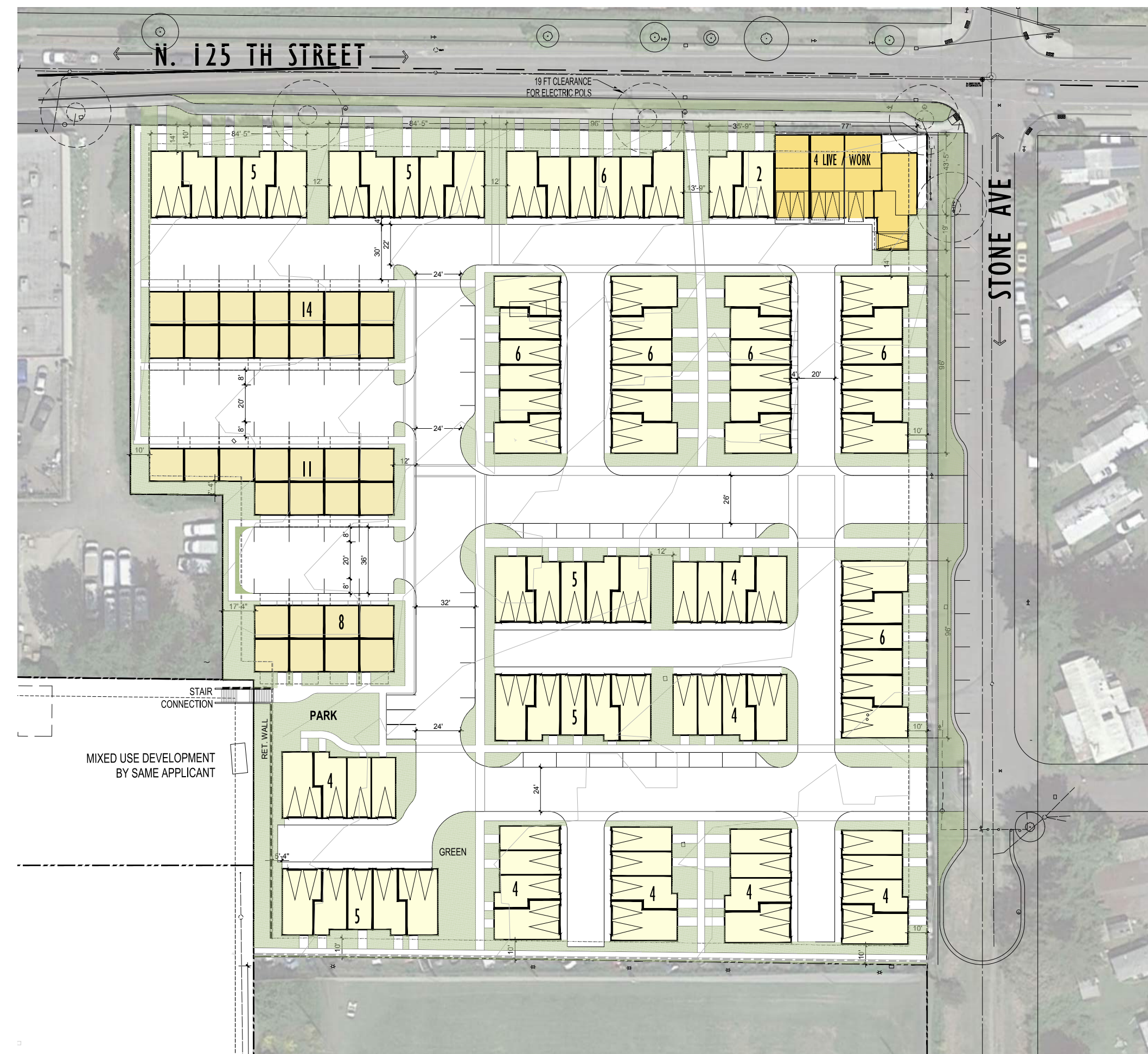
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OPTION COMPARISON



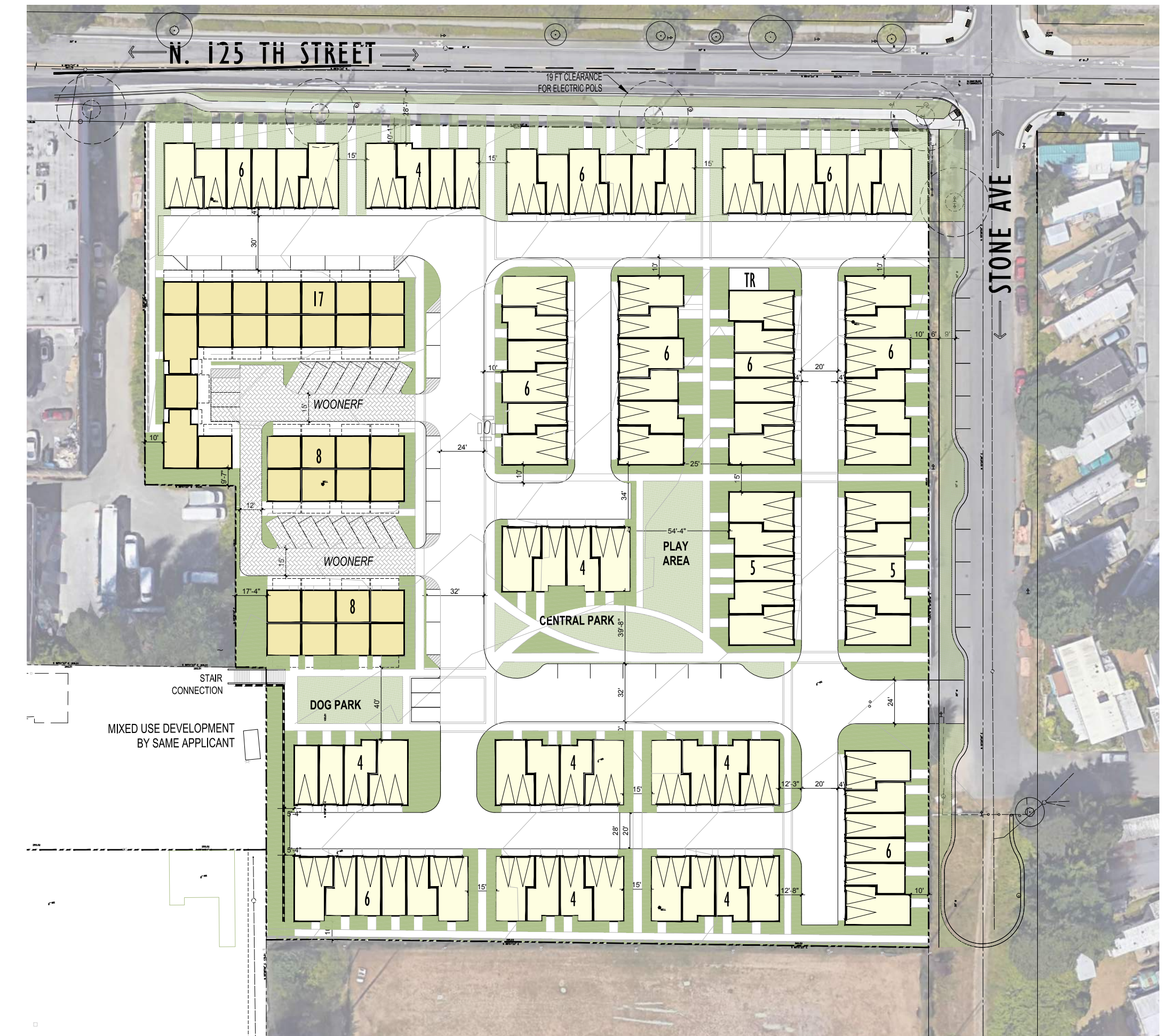
OPTION A1: CODE COMPLIANT

- Integrates mixed-use buildings with residential townhome units and Live/Work units.
- Corner mixed-use building contains 1 ground floor of commercial/retail and 4-stories of stacked flats.
- Remaining street-facing frontages are 20% Live/Work units and 20% residential town homes.
- Orients massing to urban corner at the intersection of 125th and Stone Ave N.
- Proposed buildings are pulled to zoning setbacks to create walkable urban community.
- New curb cut along 125th St. to create a visual point of entry and allow for access to the commercial parking.
- Additional vehicular ingress/egress location would be provided on Stone Ave N.
- A central paseo would run from N 125th all the way through to the Puetz driving range site.



OPTION A2: LIVE/ WORK UNITS

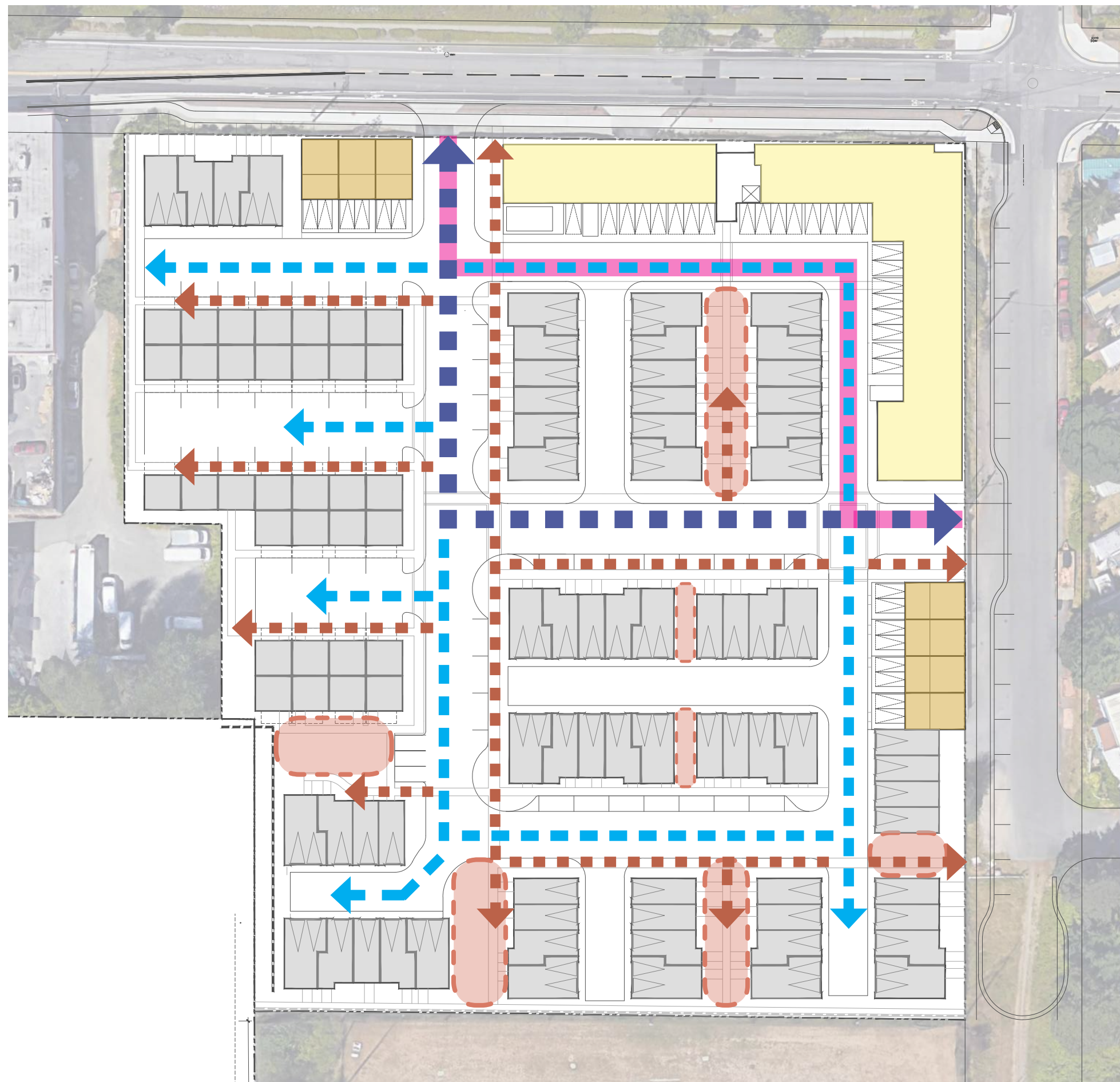
- 20% of street-facing façade along 125th St. and Stone Ave N are Live/Work units.
- Offers balance of residential and ground floor commercial spaces on neighborhood streets.
- Live/Work units would be designed to accommodate future retail uses in the event that the market for retail use increases in the area.
- A departure would be required to provide 80% Residential.
- Without commercial use, the curb cut at N. 125th is not necessary like it is in Option A1.
- Option maintains N. 125th Street as a through-transit route serving the broader neighborhood.
- Main project drive would be located centrally on Stone Ave N.
- A central paseo would run from N 125th all the way through to the Puetz driving range site.
- A community park/ open space will be provided at the Southwest corner of the site.
- Residents will benefit from a stairwell access to the future mix-used development from the same client along Aurora Ave N.



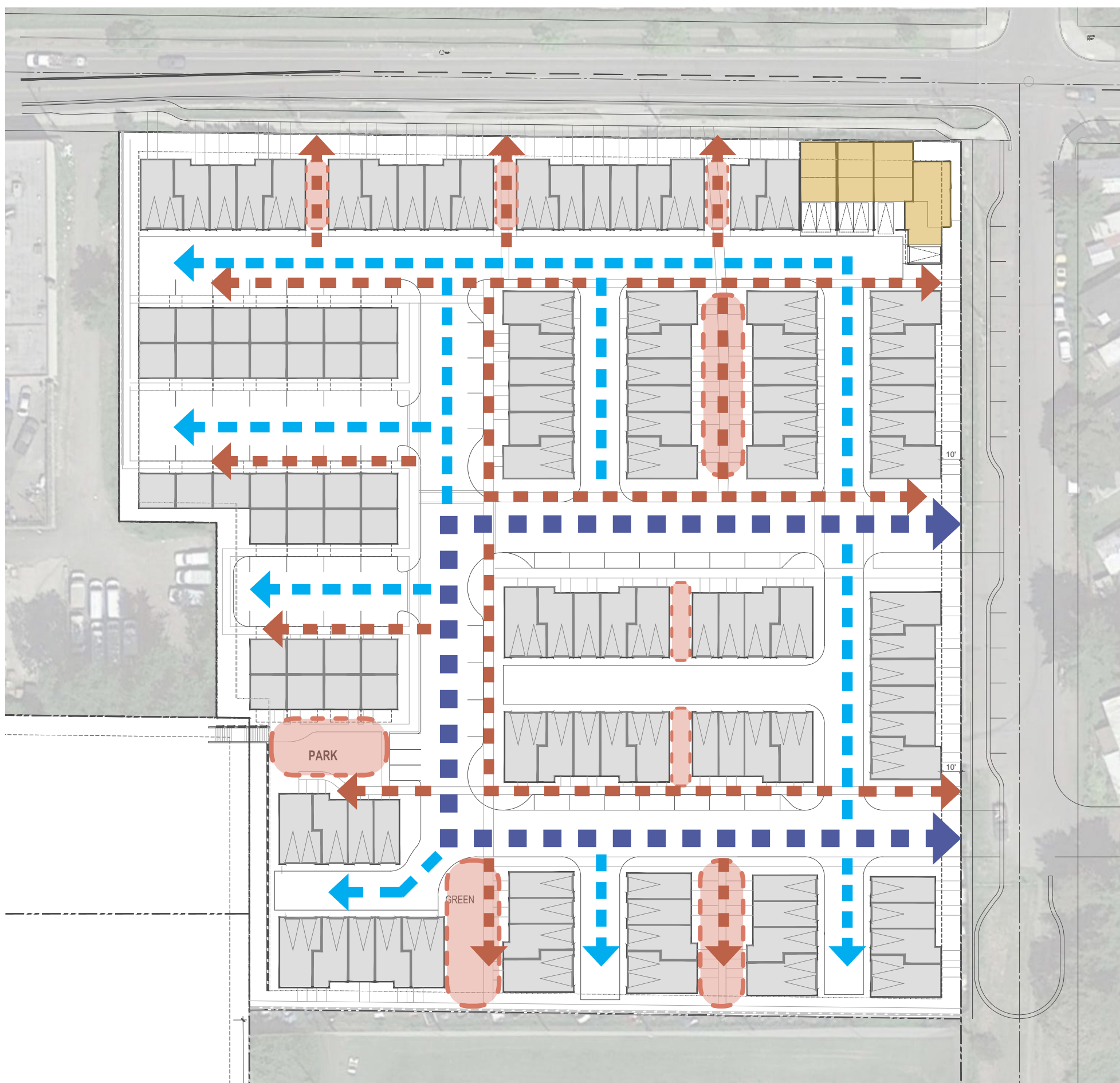
OPTION A3: PREFERRED- 100% RESIDENTIAL

- 125 Residential Units
- Along N. 125th street, a continuous deep setback averaging to 23 ft is maintained with no curb cuts.
- New townhomes will front the recently reconstructed R.O.W. along 125th, providing for direct unit entries that define an urban edge along the public street.
- The sidewalk on 125th would turn onto a new landscaped parkway along Stone that would enhance a pedestrian-focused experience drawing pedestrian traffic from 125th to the trailhead at the south of the project site.
- A large 8,000 sf. centrally placed open space that would include pockets for neighbor socialization, but also a kids play area.
- A 2,200 sf dog park would be provided at the Southwest corner of the site.
- Residents will benefit from a stairwell access to the future mix-used development from the same client along Aurora Ave N.

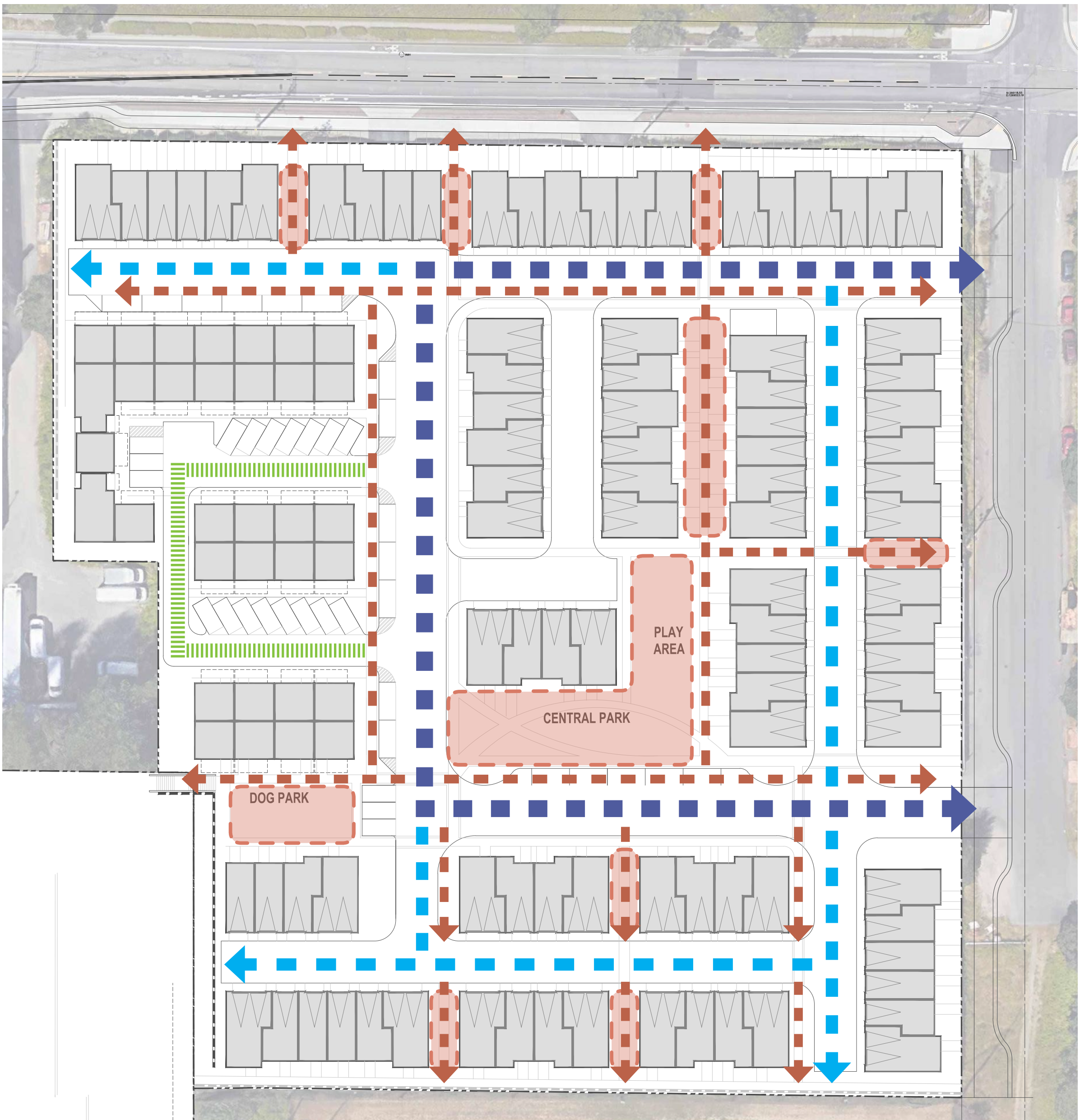
SITE MOVEMENT ANALYSIS



OPTION A1



OPTION A2



OPTION A3

LEGEND:

- | | | | | | |
|--|---|--|---------------------|--|-----------------|
| | COMMERCIAL VEHICULAR MOVEMENT | | PEDESTRIAN MOVEMENT | | COMMERCIAL |
| | MAJOR VEHICULAR MOVEMENT | | NODE | | LIVE/WORK UNITS |
| | NEIGHBORHOOD VEHICULAR MOVEMENT | | | | TOWNHOME UNITS |
| | WOONERF LIVING STREET WITH SLOW AUTO MOVEMENT | | | | |



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SITE MOVEMENT ANALYSIS

OPTION A1: CODE COMPLIANT SCHEME

MAX. 20 % OF STREET FACADES TO BE RESIDENTIAL,
20% TO BE LIVE / WORK AND 60% COMMERCIAL FRONTAGE.

Unit Type	Gross Area	# of units	%	Total Gross FL.Area
Plan 1	1,020	33	22%	33,660
Plan 2	1,060	27	18%	28,620
Plan 3	1,300	6	4%	7,800
Plan 4	1,440	15	10%	21,600
Plan 5	1,700	21	14%	35,700
L/W Type (Res.)	1,580	7	5%	11,060
Flats (Avg.)	1,250	44	29%	55,000
Total		153	100%	193,440
Average Unit Size	1,264			
Site Area (Acres)	4.12			
Density (DU/Acre)	37.1			

Commercial area provided	10,200 sf
Live / Work - commercial area (7 Units)	2,310 sf

Parking Provided		
Unit Type	Parking Per Units	Total
On Street		52
Plan 1	0	0
Plan 2	1	27
Plan 3	1	6
Plan 4	1	15
Plan 5	2	42
L/W Type (Res.)	2	14
Flat /Commercial		24
Total		180

Façade Limitations- Option A -By right					
Façade width on 125th			377 ft		
	Allowed		Provided		
Residential	20%	76 ft	71 ft	19%	
Live / work	20%	76 ft	76 ft	20%	
Commercial	60%	227 ft	230 ft	61%	

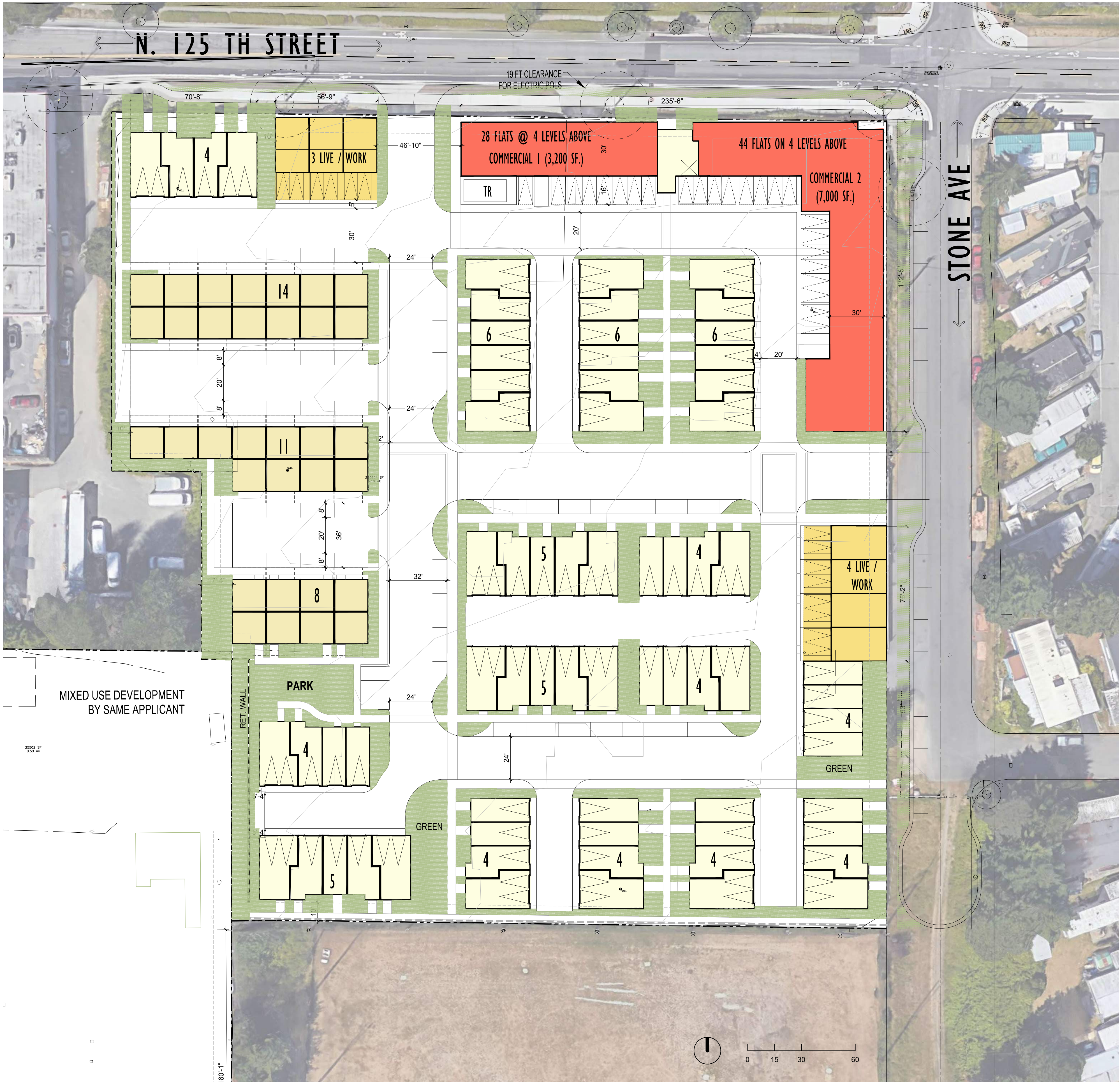
Façade width on Stone Ave			283 ft		
	Allowed		Provided		
Residential	20%	57 ft	53 ft	19%	
Live / work	20%	57 ft	57 ft	20%	
Commercial	60%	170 ft	173 ft	61%	

Average Stalls per unit 1.18

Design Option 1 focuses on integrating Mixed-Use buildings with residential townhome units and Live/Work. This Option orients the building massing to create a very urban corner at the intersection of N 125 St and Stone Ave N. The corner mixed-use building would be composed of ground floor commercial/retail spaces with 4-stories of stacked flats above, taking advantage of the maximum building height of 65ft. The remaining street-facing frontages would be composed of 20% Live/Work units and 20% residential townhomes. All proposed uses would be pulled up to the zoning setbacks to create a walkable urban community.

This scheme proposes a new curb cut along N. 125th St., which is necessary to create a visual entry point for commercial customers and allow for access to the parking behind the ground floor commercial. An additional vehicular ingress/egress location would be provided on Stone Ave N.

In order to achieve the Development Objective of strong pedestrian connectivity, this scheme proposes a central paseo that would run from N 125th all the way through to the Puetz driving range site.



MIXED-USE DEVELOPMENT BY THE
SAME APPLICANT



OPTION A1

CODE COMPLIANT OPTION

60% of street facade to be commercial

20% to be Live/Work

20% to be Residential



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SITE OPTION A1: CODE COMPLIANT

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OPTION A-2

20 % OF STREET FACADES TO BE LIVE / WORK UNITS

Unit Type	Gross Area	# of units	%	Total Gross FL Area
Plan 1	1,020	33	26%	33,660
Plan 2	1,060	31	24%	32,860
Plan 3	1,300	12	9%	15,600
Plan 4	1,440	18	14%	25,920
Plan 5	1,700	30	23%	51,000
L/W Type 1 (Res.)	1,580	2	2%	3,160
L/W Type 2 (Res.)	1,600	1	1%	1,600
L/W Type 3 (Res.)	1,800	1	1%	1,800
Total		128	100%	165,600
Average Unit Size	1,294			

Site Area (Acres) 4.12
Density (DU/Acre) 31.1

Live / Work - Commercial area (4 Units) 1,650 sf

Parking Provided		
Unit Type	Parking Per Units	Total
On Street		47
Plan 1	0	0
Plan 2	1	31
Plan 3	1	12
Plan 4	1	18
Plan 5	2	60
L/W Type 1 (Res.)	2	4
L/W Type 2 (Res.)	1	1
L/W Type 3 (Res.)	1	1
Total		174

Average Stalls per unit 1.36

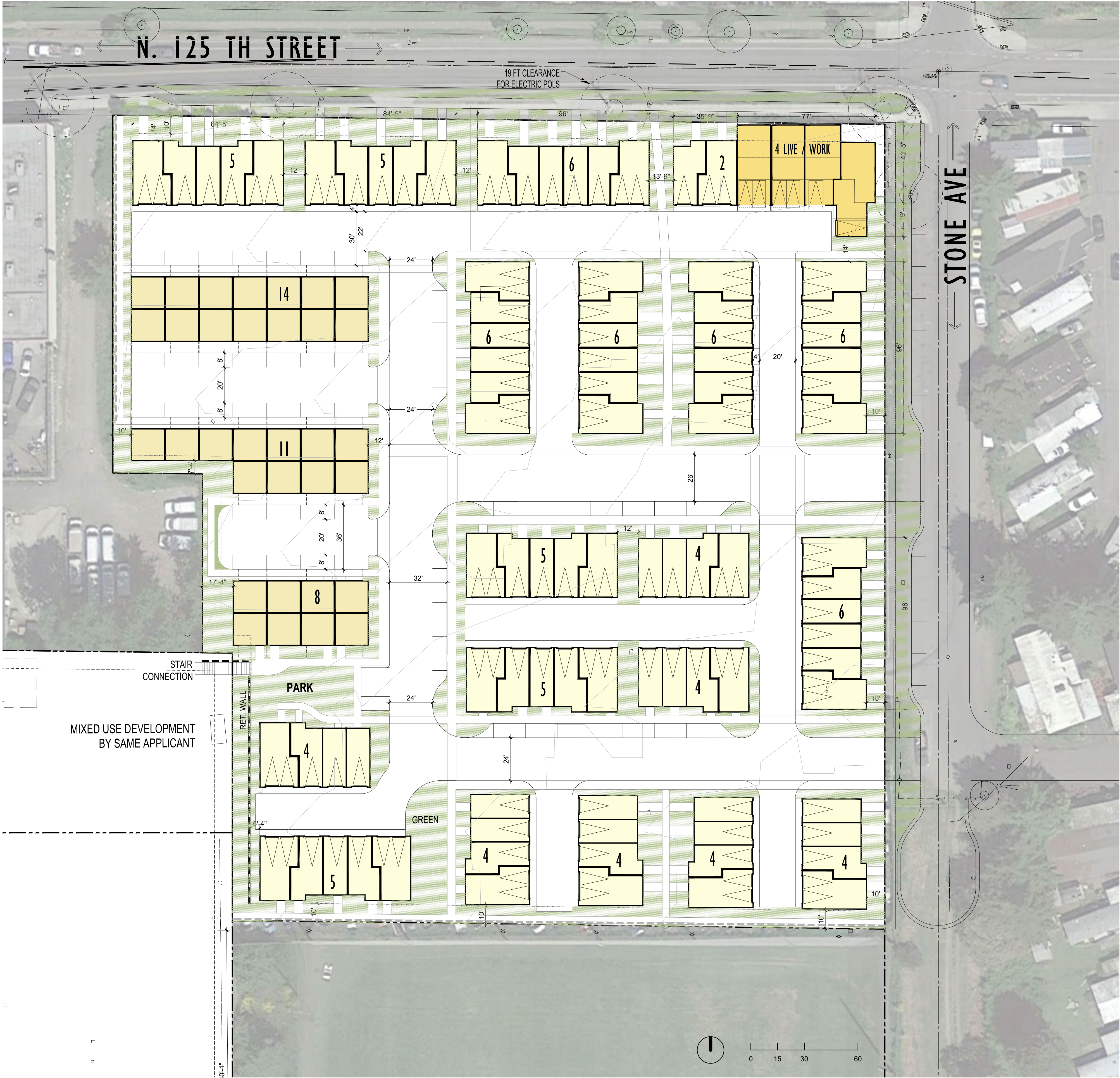
Façade Limitations- Option B -Max. 20% L/W				
Façade width on 125th		379 ft		
	Allowed		Provided	
Residential	80%	304 ft	302 ft	80%
Live / work (Max.)	20%	76 ft	77 ft	20%
Commercial	0%	0 ft	0 ft	0%
Façade width on Stone Ave		255 ft		
	Allowed		Provided	
Residential	80%	204 ft	211 ft	83%
Live / work (Max.)	20%	51 ft	44 ft	17%
Commercial	0%	0 ft	0 ft	0%

In Option 2, 20% of street-facing facade along 125th Street and Stone Avenue N. becomes Live/Work units to offer some balance of residential and ground floor commercial spaces on these neighborhood streets, while also complying with the 20% maximum frontage allowed per the zoning. There is currently no market for retail uses in this area, but the Live/Work units would be designed to accommodate future retail uses, in the event that demand increases as the neighborhood evolves. A departure would be required to provide 80% Residential.

Removing the commercial uses along the N 125th Street frontage lessens the need for a new curb cut at N. 125th Street, so this option would maintain N. 125th Street as a through-transit route serving the broader neighborhood.

The Live/Work units are placed at the corner of 125th and Stone Ave creating a commercial corner at the street intersection. In order to allow the Live/Work units to wrap the corner and also have a presence on the Stone Ave N side, the main project drive would be located centrally on Stone Ave N.

A North/South paseo is also provided in Option 2 to reinforce the pedestrian connectivity to the newly constructed N. 125th Street Right-Of-Way. A community park/ open space will be provided at the Southwest corner of the site.





MIXED-USE DEVELOPMENT BY THE
SAME APPLICANT

OPTION A2

20% of street facade to be Live/Work and 80% residential



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12301 STONE AVE. NORTH- TOWNHOMES
SEATTLE, WA # 170683

EARLY DESIGN GUIDANCE
MARCH 19, 2018

SITE OPTION A2: 20% L/W



Central Open Space Scheme (100% Residential)

Unit Mix

Town Homes (1,060 sf. - 1,700 sf.)	: 92
Garage-less units (1,020 sf.)	: 33
Total	: 125

Unit Type	Gross Area	# of units	%	Total Gross FL.Area
Plan 1A	1,020	31	25%	31,620
Plan 1B	1,450	2	2%	2,900
Plan 2	1,060	14	11%	14,840
Plan 3	1,300	18	14%	23,400
Plan 4	1,440	21	17%	30,240
Plan 5	1,700	39	31%	66,300
Total		125	100%	169,300
Average Unit Size	1,354			

Site Area (Acres)	4.12
Density (DU/Acre)	30.3

Parking Provided

Unit Type	Parking Per Units	Total
On Site Uncovered		34
Plan 1A	0	0
Plan 1B	0	0
Plan 2	1	14
Plan 3	1	18
Plan 4	1	21
Plan 5	2	78
Total		165

Average Stalls per unit	1.32
Guest parking	5

100% residential Option A3 provides 125 residential units.

Along N. 125th street a continuous deep setback averaging to 23 ft is maintained with no curb cuts. New townhomes will front the recently constructed R.O.W. along 125th, providing for direct entries that define an urban edge along the public street. The sidewalk along 125th would turn onto a new parkway along Stone offering wide sidewalks and lush planting and trees to enhance a pedestrian-focused experience that would draw pedestrian traffic from 125th to the trailhead at the South of the project site.

The main feature of the preferred scheme layout is the creation of a large 8,000 sf. centrally placed open space that would include pockets for neighbor socialization, but also a kids play area that would put an emphasis on place-making and community interaction. In addition, a 2,200 sf dog park would be provided at the Southwest corner of the site and would function as a connective element between the residential buildings on this site and the applicant's mixed-use portion of the site that is being submitted as a separate EDG. The proposed uses at the Aurora lot would be neighborhood focused retail such as a drug store that would serve nearby residents.



OPTION A3

100% of street facade to be residential



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12301 STONE AVE. NORTH- TOWNHOMES
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MARCH 19, 2018

SITE OPTION A3 MASSING



Stone Avenue N. frontage



Stone Avenue N.



Corner view at N.125th St & Stone Ave N.



Community Open Space

The N. Stone Avenue right-of-way will be articulated with a wide curb to building separation that will allow for significant shade trees, planter area, and seating opportunities where the new 3-story architecture creates an urban edge along the public street. Street-facing units will all receive direct pedestrian access with ground floor unit entry doors and stoops as allowed by the grading. For additional information see Landscape Sheets.



1 SIDEWALK



2 BIORETENTION SWALE



3 BIORETENTION PLANTER



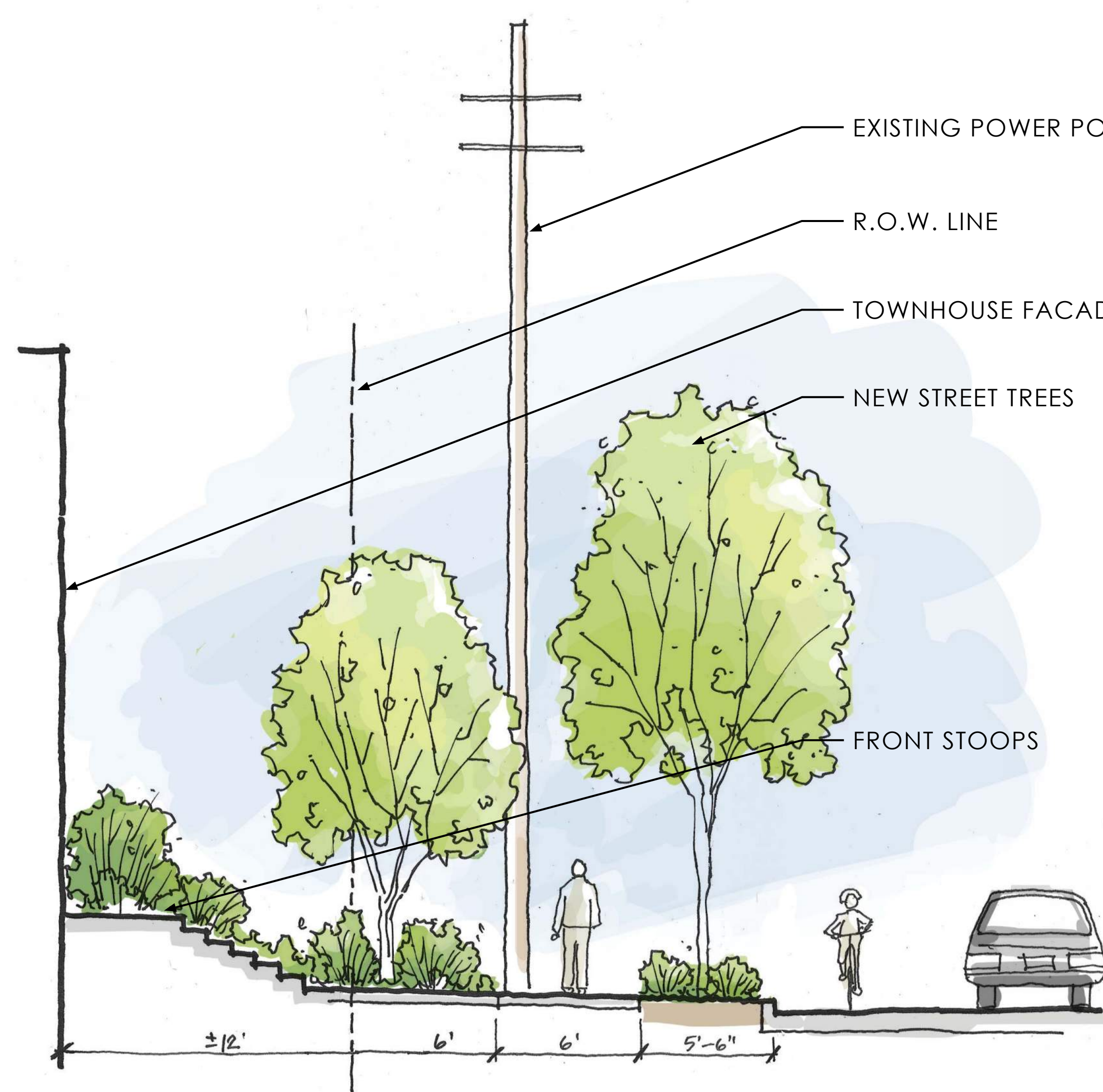
4 BIORETENTION PLANTER IN COURTYARD



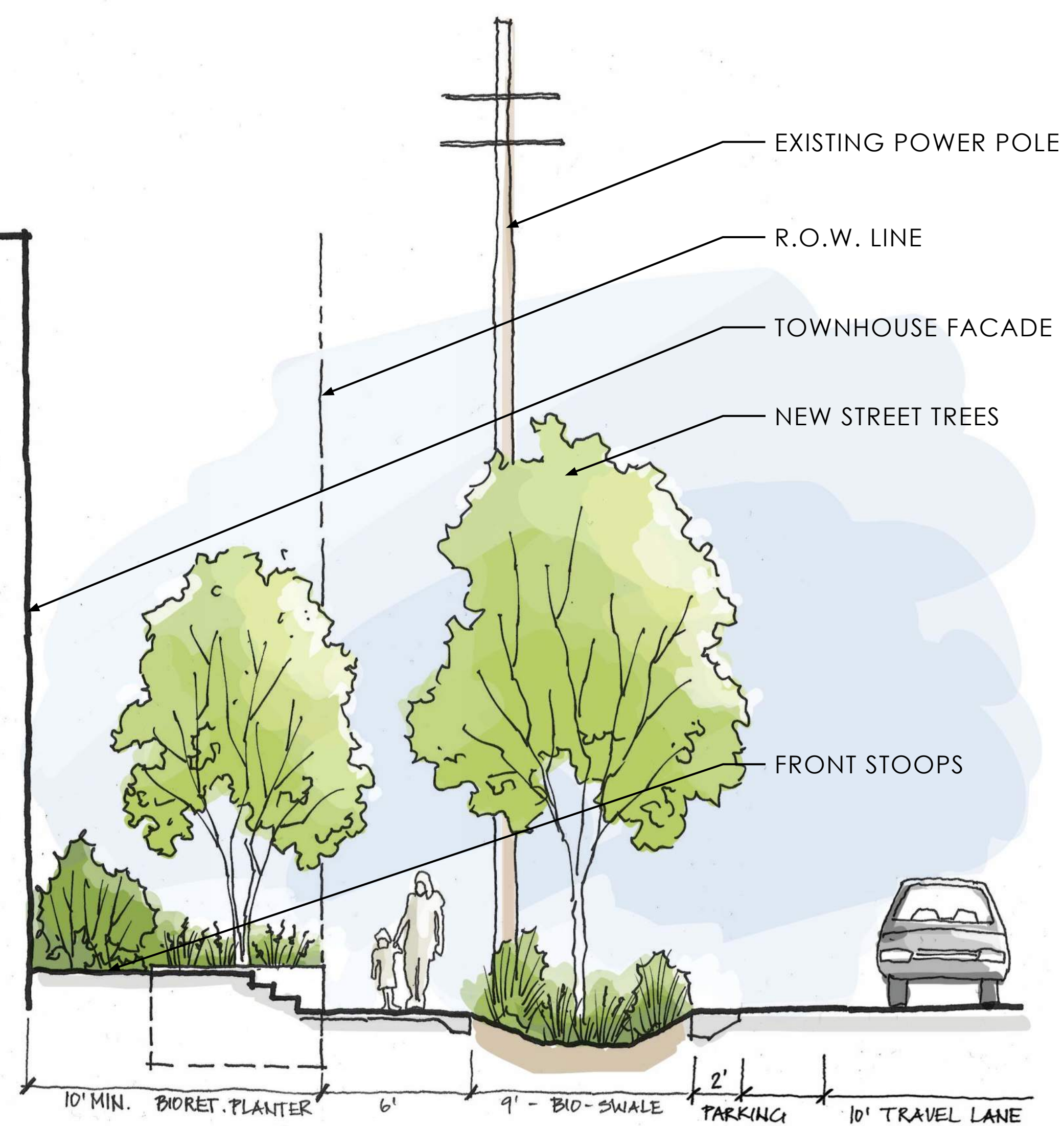
5 NATURE PLAY AREA



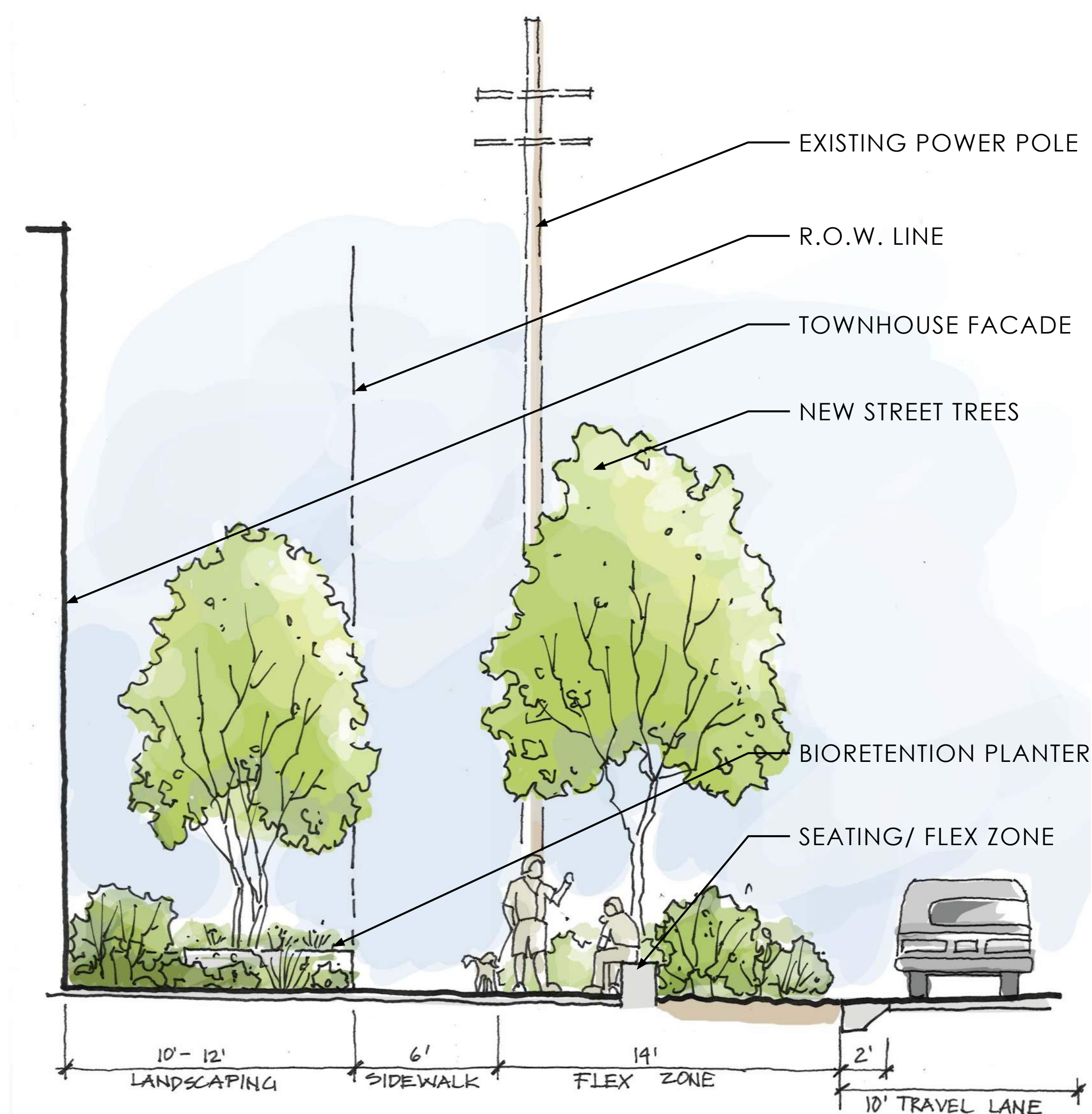
6 DOG PARK



NORTH 125TH STREET ELEVATION

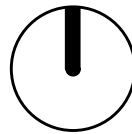


STONE WAY ELEVATION

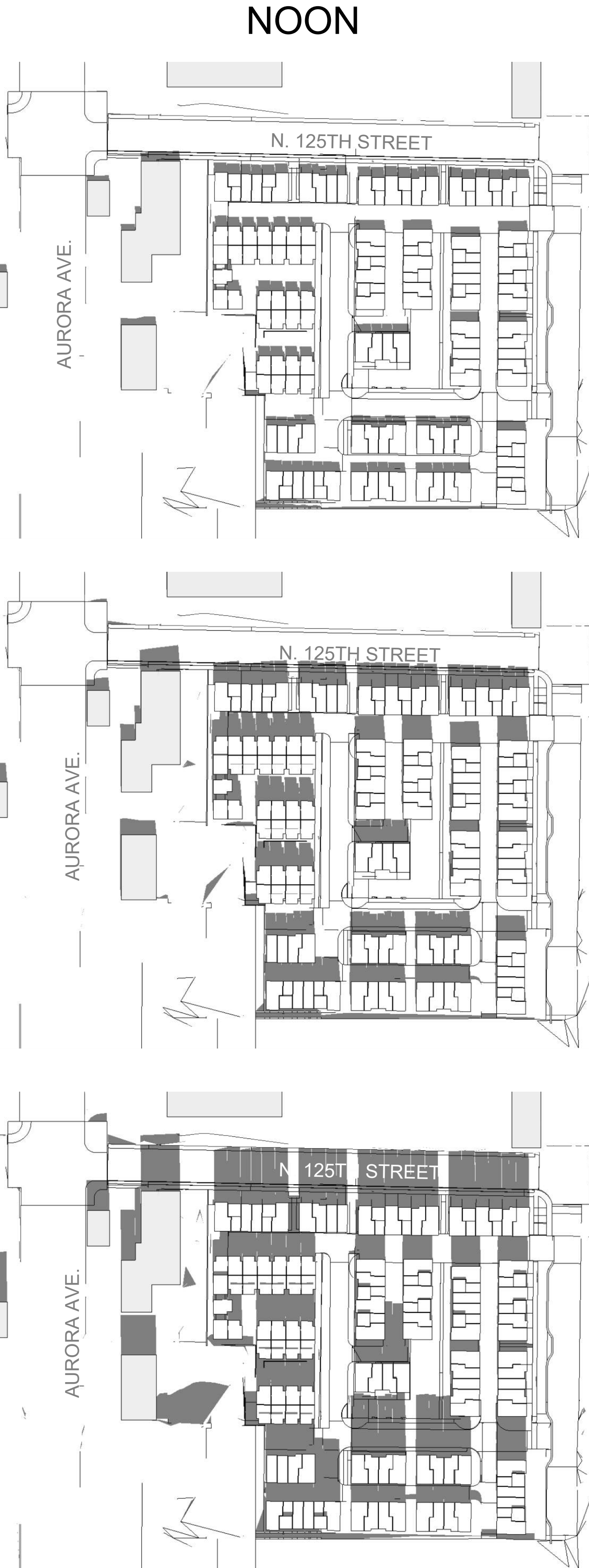


STONE WAY FLEX ZONE ELEVATION

SHADOW STUDY



DECEMBER 21st MARCH 20th / SEPTEMBER 22nd JUNE 21st



ANTICIPATED DEPARTURES

SMC 23.47A.005		
Code Requirement	Provided	Purpose
Within the C-1 zone, residential and Live/Work uses are generally permitted outright. However, residential uses are limited to 20 percent of the street-level street-facing façade in C1 zones within the Bitter Lake Village Hub Urban Village. Live/Work units are also restricted to no more than 20 percent of the street-level façade in the Bitter Lake Village Hub Urban Village. See SMC 23.47A.004.G.3	This project seeks a departure from this requirement to provide more than 20% residential units along the N 125th Street and Stone Ave street-facing frontages. The proposed project has 100% residential frontage.	<p>Commercial uses are not currently viable at this site, and there is no indication they will be viable in the near future. The City Council and the Bitter Lake and Haller Lake communities have recently been engaged in intensive planning efforts in this area, concentrated around the reconstructed Linden Ave N., north of N. 130th Street. In 2016, these efforts culminated in the City Council's adoption of new rezones and regulations in the Bitter Lake Village Hub Urban Village intended to create a walkable, dense, mixed-use neighborhood center along the reconstructed Linden Ave N., north of N 130th Street. Notably, the area that is the focus of these efforts, and the new development standards, is located north of the project site. The community, and the City Council, recognized during the planning process that it is not appropriate to extend these standards south to the subject site, where current land use patterns and redevelopment options would not render them viable (see Map depicting special development standards in SMC 23.47A.009).</p> <p>Aurora Avenue N. is zoned and appropriate for commercial uses. This site, which is located east of Aurora adjacent to a mobile home park and several auto repair shops, is not conducive to commercial development. The market demand analysis suggests that additional commercial within the more residentially-focused streets would not be in demand nor sustainable, so the focus of this project is to develop high-quality residential. N.125th Street and Stone Ave N. do not receive the desired traffic counts sufficient to make commercial spaces along these frontages feasible, which the City Council recognized when it elected not to extend the boundary for special development standards south to the project site. Thus, the future mixed-use project on Aurora Ave N. will contain retail uses, which are anticipated to be successful, while this project will consist of residential uses, leading the way for other residential projects to locate in this neighborhood and with commercial uses on Aurora and the crucial node of Linden Ave N. and N 135th Street. The townhome residents will also benefit from a direct pedestrian stairwell connection to the future mix-used project along Aurora Ave N. so that the uses will be complementary. The requested departure is essential for a project in this location to be viable.</p>

In addition to the fact that there is limited/no demand for retail at this location, the requested departure would allow the project to better meet the intent of the following Citywide Design Guidelines:

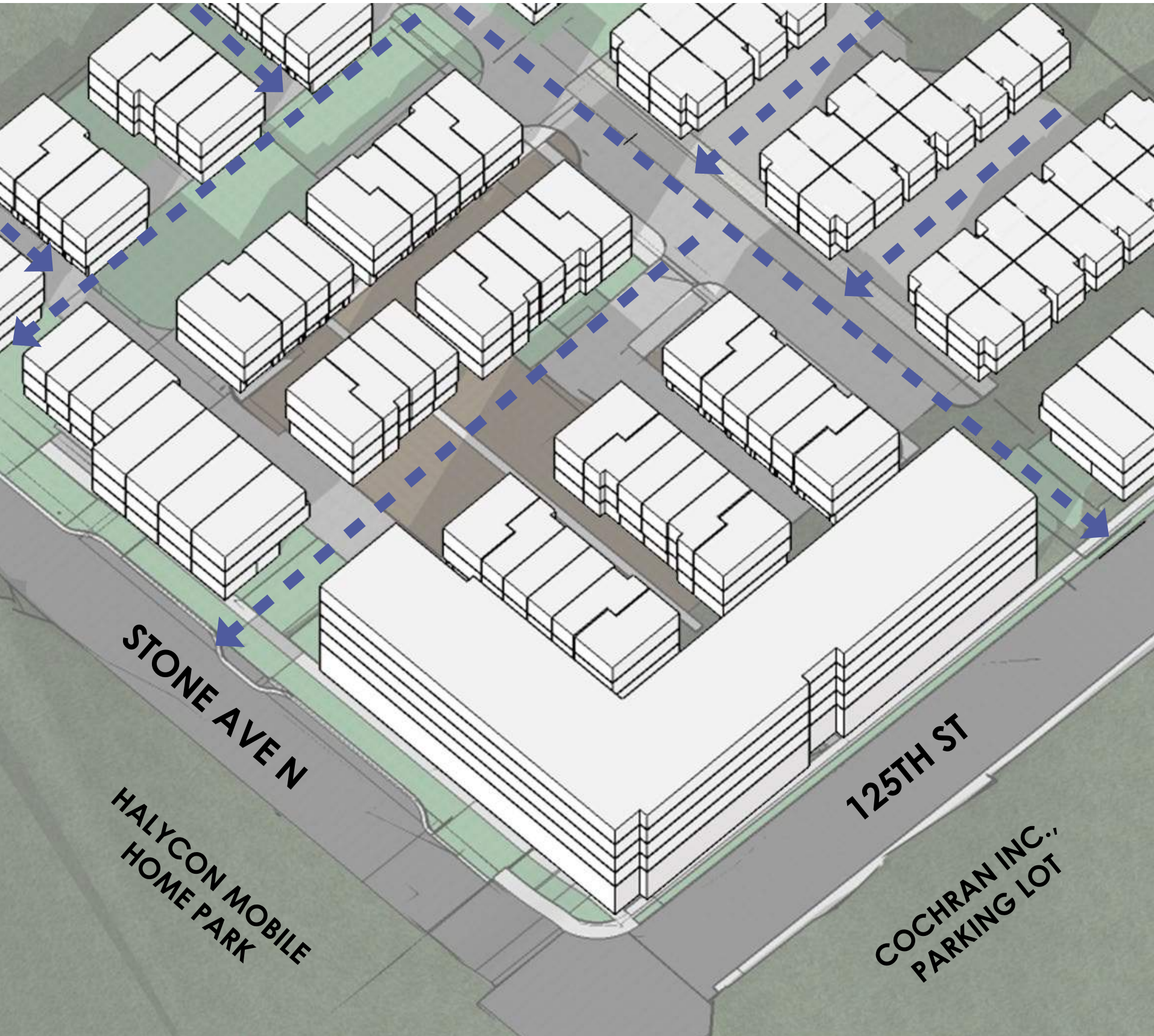
CS2.B.2 Connection to the Street – With respect to the proposed development's connection to the street, the residential only buildings will be more in keeping with the existing residential neighborhood character already established along N 125th Street and Stone Ave N. near Haller Lake.

CS2.D.1 Existing Height Bulk & Scale – The 100% residential option is more in keeping with the height and bulk of the neighborhood and the scale of surrounding existing buildings. A larger commercial/mixed use building at the corner of Stone Ave. N. would not adequately transition down to the residential scale of the surroundings.

PL1.B.1 Pedestrian Infrastructure – Having the smaller footprint of the individual residential townhomes will create a more permeable site that allows for more points of pedestrian connectivity from internal project paths out to the public streets. A larger mixed-use building with additional parking would create a more vehicle-dominated use that would limit opportunities for openings and pedestrian connections.

PL2.B.1 Eyes on the Street – By providing continuous residential townhomes that are street-facing as proposed, the project increases “eyes on the street” along both public street frontages. Dead retail, or retail that is closed at night, would not accomplish the same level of safety for the community.

OPTION A1: CODE COMPLIANT



---> Pedestrian Access to Stone Ave N. and 125th St

OPTION A3: 100% RESIDENTIAL (PREFERRED)

